

Visit To Stewart

ier and Big Missouri Revisited—
Old Camp Having Comeback
(M. E. ANDERER)

quite a few years since I had visited this was the first time I had gone by air. Flying to see from the air the Tsimpsean Georgetown and Port Simpson, then the narrow Portland Canal to our it was a different trip from one made

ed to climb up and up at a varying angle only to collapse suddenly leaving part of my stomach still suspended somewhere. An easy landing this time brought us to the wharf and at once the subject of conversation so different from the topics usually discussed by my acquaintances caught my attention.

It was of valuable ore, horses, hay and airplanes. The speaker was anxious to make arrangements to have more flights made so that he could transport out some exceedingly high grade shipments of ore and, by way of contrast, to ship in hay. His horses at the mine were running short of food. Well I left him discussing the problem. But it intrigued me, transportation, age-old and modern. Hay and ore. Then to Stewart! There were many unoccupied and derelict buildings and to me it seemed a discouraging place until suddenly I met an old friend, a veteran. A moment before I had been an outsider without understanding. Now I was with a friend and taken in-

to the circle of friendship. Yes, he admitted that there were many unused buildings but that was not the whole story. And as he talked I recalled the conversation at the wharf of the need for quick shipments of valuable ore, ore that was definite proof that there was "gold in them there hills," or actually something even more valuable than ore and lots of it. The future is bright and the people face it with confidence.

Later that day with two friends I had the opportunity to visit Premier and Big Missouri! Along the road to the Custom at Hyder and then beside the Salmon River where we stopped to see the big salmon going upstream. It was very easy to see the trout too, as we moved, a black bear ambled across the road unconcernedly. Farther along we stopped to watch two lads fish and there, twenty yards farther up the stream, was another black bear. We hoped he would "fish" out a salmon, as bears can do so expertly, but he just wandered around and then clambered on a windfall and disappeared in the undergrowth.

Soon the road began its tortuous climbing of the mountain side. Kept in fair repair it hangs on to the mountain but there is little spare space and no room to pass other cars except at a few "turn-outs." We stopped at times to admire the scenery and occasionally to try to pick out across the valleys signs that our guide knew as mining operations. How the first prospector ever located the places is a mystery to me while how the operators ever developed them and got machinery and equipment to these almost unscalable heights seemed cases where the impossible had been done. Finally we reached Premier Mine with its buildings seeming almost to defy gravity as they clung limpet-fashion to the mountain sides. But everything there was modern, well-equipped and busy. All the conveniences of the up-to-date mine were evident. Work was going steadily ahead.

After a cup of coffee at the cafeteria we started our return journey. A chance remark that I had been to Big Missouri the last time I had been there induced my chauffeur friend to make the turn off at the road to Big Missouri. There is no activity at this location now and the road is not being kept in repair. It was rugged! In most places the earth and fine stones had been washed away and the road was covered with rocks of large and larger size. What a bumping and shaking the jeep took, as did the passengers.

What twists and turns! We could almost see the taillights of the jeep we were riding in at times. But everything held out and we reached the Big Missouri... what a beautiful location... and what a desolation. Mining was stopped years ago and the buildings are almost all down and finished. One building, the powerhouse, is intact, and had been sealed up so that it would be available when work might be resumed. But to see how what had been an active hive of industry and social life years ago was now deserted, derelict, and abandoned, would make anyone's heart beat uncertainly. It was difficult even to reconstruct in one's mind the former positions of mess-halls, recreation halls, homes and tennis courts. One building was evidently being used as a stable for horses and the explanation was that horses were being used "up and beyond" where mining was still being done in a small way. In a few years perhaps it will be a thriving mining community again, sufficient unto itself and supplying the outside world with needed minerals.

The return journey was just as rough riding as had been the climb, but even at that we stopped to admire the rare views of peaks above timberline, glaciers in the distance and valley vistas of surpassing beauty. We were alongside the Salmon River again and stopped to give a lift



HIGHWAY FASHION—This pavement painting, one-fifth of a mile long and 30 feet wide, on the main highway leading to the town of Ste. Adele, Que., was part of colorful celebrations marking an annual French-Canadian carnival. Some 500 pounds of paint was used and the painting is expected to last several months. It was designed by Robert LaPalme, Canadian artist and newspaper cartoonist.

Fire Damages Terrace Home

TERRACE—Residence of William W. Robinson on Greig Avenue East here was considerably damaged by fire which broke out at 2 o'clock yesterday afternoon, prompt and effective work of the fire department saving it from complete destruction on a blazing hot day.

Mrs. Robinson had been warming a varnish on a hot plate and had gone to put out the milk bottle. She saw flames issuing from the kitchen window and smoke coming through the roof.

Mrs. Casey, from the Fire Hall, also saw smoke and sounded the fire siren while Mrs. Frank Clifford also put in an alarm.

Within a few minutes of arrival of the fire department, the flames were out although the roof by this time was ablaze.

Kitchen and living room furniture suffered from the effects of fire and water but bedroom furniture was saved.

Fortunately, the children were outside at the time but Mrs. Robinson's little daughter Linda, was a doleful picture with her partly scorched doll and buggy after the fire.

The building was insured but not the furniture.

The house is, meantime, uninhabitable but the family is being accommodated by neighbors.

Placing ninety above weather made the fire hazard greater. It is somewhat cooler here today.

Parole System

The parole system for convicts began in England in 1660 when prisoners transported to the colonies were set free under certain restrictions after a period of service.

Long Lashes Woman's Need

LONDON—Blue eyes shadowed by dark, half-inch-long lashes are 20-year-old Sheena Saunders' contribution to the "perfect woman."

Nicolas Egon, 28-year old Hamstead artist, intends building a composite portrait of a number of women to make the "perfect woman," a picture commissioned by an international cosmetic firm. He decided that he has little chance of finding one woman beautiful enough to satisfy requirements.

Sheena, his provisional choice for the eyes—"because they are the most beautiful I have seen so far"—does not yet know who will keep them company.

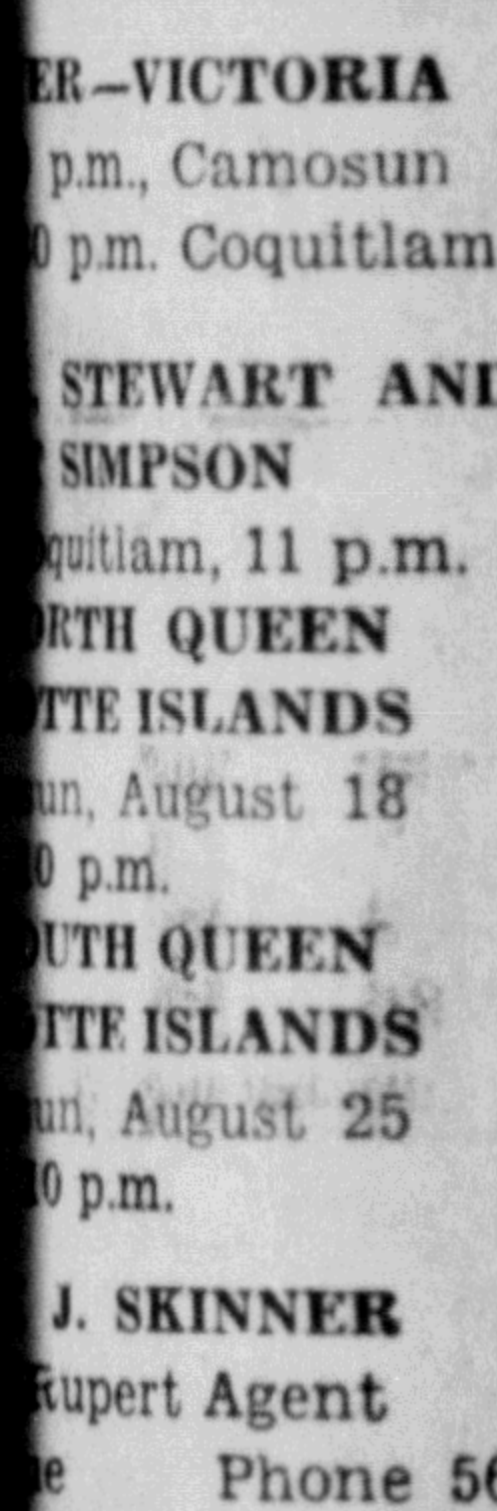
So far, Egon has only found a pair of shoulders he considers good enough.

Terrace Group At Pr. George

TERRACE—Seven delegates left Terrace Monday for Prince George to attend the annual convention of the Associated Boards of Trade of Central British Columbia at Prince George.

Duncan K. Kerr, secretary of the Associated Boards, had in his car Mrs. Kerr, Harry King, Carl Lindstrom and Mrs. C. R. Newhouse.

Mrs. Vic Giraud and Mrs. T. Fraser were driven to Prince George by Morris Dahlquist of Cedarvale whose party also included Miss Susie Winn of Juneau, second vice-president of the Associated Boards.



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Aged Furnaces, Heat Robbers

The owner of an average heating system five or more years old is warned by National Warm Air Heating Association that the odds are 7 to 10 his winter heating bill is at least 10 per cent more than necessary.

This is because 7 out of 10 older type systems of heating are in need of repairing and cleaning. Air leaks in and around furnace combustion chamber, soot in the chimney or furnace, warped burned bars, corroding smoke pipe all create loss of heat right in the furnace itself. Therefore using more fuel to keep the proper temperature.

Heating experts report that home owners are "robbing Peter to pay Paul" through use of improper firing methods and negligence in furnace maintenance.

The majority of costly repairs could have been avoided if owners had followed a regular program of having heating systems inspected each year, says the Heating Association. Minor repairs can add longer service to heating systems and insure health and safety of families.

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